

SCOTTSDALE PATH AND TRAILS SUBCOMMITTEE REPORT



To: Path and Trails Subcommittee
From: Dave Meinhart, Transportation Planning Manager
Subject: Indian Bend Wash Path Phase I Renovation - Proposed CIP Project
Meeting Date: October 6, 2020

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide an overview of initial path segments proposed to be renovated along Indian Bend Wash through the CIP program.

Background:

The existing Indian Bend Wash shared use path system (IBW Path) in Scottsdale begins at McKellips Road on the south and connects to WestWorld on the north, a distance of approximately 15 miles. The path connects 1.2 miles further south through Tempe to the Salt River, where it links with the Tempe Town Lake shared use path.

The 15-mile IBW Path was installed by a combination of private developments and City capital project investments/federal grants between the late 1970s and the early 2010s. Approximately 3.6 miles of path is constructed to the minimum width of 8 feet. Of this figure, 3.3 miles is over 40 years old.

Staff initially identified a potential Bond 2019 project that would have addressed renovations to all of the 8' path segments that were built in the 1970s. The renovations were planned to include path widening, removal/reconfiguration of adjacent irrigation systems and adjustments to cross slopes, where necessary. The project concept did not make the final list of improvements for Bond 2019, which focused on non-transportation projects.

With the heightened use of the City's path network since the beginning of the COVID-19 pandemic, staff has begun to revisit the need for CIP-funded renovations to the older, narrower sections of the IBW Path. As a result, staff is proposing a Phase I package of renovations that will focus on IBW Path sections that are in poor condition, serve higher activity areas and are relatively straightforward to construct.

The proposed IBW Path Phase 1 renovations have been broken into four sections, with a total length of approximately one mile. Three sections are proposed to be widened to 10 feet, due to right-of-way constraints and/or limited proximity to nearby activity centers. These three sections are: Earll Drive alignment to south of the Osborn Road Bridge (840 feet); North of Hayden Road to south of Camelback Road (1,310 feet); and, Via de Ventura to 850 feet south. A fourth section from north of Via de Ventura to west of Hayden Road (1,880 feet) is proposed to be widened to 12 feet due to the large number of nearby businesses and restaurants. Aerial photos of the segments are provided below.

IBW Path Widening – Section 1
North of Earll Drive to south of Osborn Road Bridge



IBW Path Widening – Section 2
North of Hayden Road Underpass to south of Camelback Road



**IBW Path Widening – Section 3
South of Via de Ventura for 850 feet**



**IBW Path Widening – Section 4
North of Via de Ventura to west of Hayden Road**



The total estimated cost for Phase 1 is \$2.12 million, based on construction occurring in Fiscal Year 2022-23. Estimated costs by section are:

- Section 1 - \$376,00
- Section 2 - \$487,000
- Section 3 - \$344,000
- Section 4 - \$912,000

Next Steps:

- Submit proposed project for CIP prioritization review with other Transportation and Streets Department CIP projects in mid-October 2020

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